

The National

Falcon News

The Monthly Magazine of The Falcon Club of America
JANUARY 2013



Mike Thielen
West Jordan, Utah
1964 Falcon

Monthly Photo Contest Winner

January 2013

COVER: MIKE THIELEN

Mike Thielen's unique Falcon attracts attention everywhere it goes. And the Falcon is watching you! See more photos and the story by Peggy Page on page 12.

Do you think your Falcon should be on the cover? Send a high resolution digital photo (300 dpi at 8 x 10 inches) to the Editor. Send multiple photos and stories on a CD or DVD.

EDITOR'S NOTE

This issue continues our coverage of the Louisville National meet by inserting the story of that "Crazy Canadian" Dave Molnar and his adventure filled trip to the National Meet with a group of other FCA members, showing the true spirit of the Falcon Club of America and the providential help found along the road. Our photo coverage will continue next month with Sam Austin and Rainer Hantschel's perspectives on the meet.

I also wanted to run Part Three of Dick Harrington's bucket seat restoration since another FCA member had some questions about Part Two that should be addressed in a timely manner. See it on page 4.



IN THIS ISSUE

Crazy Canadian! Dave Molnar's Trip to Nationals	3
Bucket Seat Restoration: Part Three.....	4
Falcon Club Officers.....	5
Classified Advertising & Guidelines	6
President's Message	8
Taking Flight with a Falcon by Peggy Page.....	12
John Howard's 1962 Falcon Wagon	16
Index of Advertisers.....	19
Calendar of Events	19
Regularly Scheduled Chapter Meetings	23
FCA Membership Application.....	Jacket
Tulsa Nationals Registration Form.....	Jacket

FCA THREE FENDER TEE



Ash short sleeved T with black and yellow FCA logo on left chest and three fender design on back in magenta, navy, yellow, cyan, white and black. \$19 S-XL, \$22 for 2XL-3XL

228-466-4349 or
falconclub@aol.com to order.

The Falcon Club Store thanks you for your support!

CRAZY CANADIAN

Or The Fine Line Between Determination and Insanity

By David Molnar

PART ONE

Crazy Canadian! That's what Ohio Valley Chapter President John Howard called me at the awards banquet at this year's FCA National Convention while he told the story of my misadventures en route to the National Convention—in much more concise terms than I will do here. In retrospect he may not have been wrong although, as I pointed out to him during the several conversations—read beer tastings—we shared during the National Convention. I prefer to call it “determined.”

It was late during our last cruising season in 2011 here in Ontario, Canada when our Ontario Chapter President, Joe Tatti, made the comment to me at one of the local cruise nights which we had attended together, “You should take your car to Louisville, Kentucky next summer for the FCA National Convention,” he said.

Initially, I was not particularly anxious to spend several days in the car with only mid-July heat for company, particularly since I had removed the A/C system from our '65 Futura convertible and sent it to Classic Air in Tampa to be rebuilt and I did not have time to reinstall it before the convention date rolled around. My wife, Donna, wears four prostheses and she cannot tolerate heat. However, the idea grew on me over the next couple of months even though Donna would not be able to accompany me and I decided that a personal vacation was, in fact, overdue. By November I had advised Joe that I would make the trek to Louisville with him and Charmaine.

Donna and I love to drive this particular car—we have a small collection of Total Performance era Fords—a lot during our roughly five to six month long cruising season in Southern Ontario. During the four summer seasons since I restored it we have travelled almost 20,000 miles in it, during which time it only broke once. Interestingly enough that occurred not long before I left for the national convention. Point being, the car is in decent condition and I'm not afraid to drive it anywhere and we



1960-1970 FALCON

Contact us for your Falcon parts. We stock ornaments, rubber weatherstrips, bumpers, grilles, steering, brake and suspension parts. Interior trim, mirrors and manuals. Please mail in for your Falcon parts catalog today.

Obsolete Ford

PARTS COMPANY

“The Old Reliable”



311 EAST WASHINGTON AVE.

P.O. BOX 787

NASHVILLE, GEORGIA 31639 USA

Phone: 229-686-2470 Fax: 229-686-7125

obsoletereliableparts.com

—Continued on page 17

BUCKET SEAT RESTORATION: PART THREE

COVERING THE SEAT BOTTOMS

TECH TIPS BY DICK HARRINGTON

Editor's Note: After publication of Part Two of this series, I received this message from Wayne Grey (FCA #6443). Having no idea what the answer was, I forwarded it to Dick Harrington. His response to Wayne is below.

Wendy, I just received my November 2012 issue and when I read the article by Dick Harrington on Bucket Seat Restoration, I had to write you. The placement of the seat emblems is wrong. On the restored seats he has the emblem near the middle of a tuft and it should be on the seam between the fourth and fifth tuft. The pictures here are from actual NOS Ford seat upholstery and everything was exactly the same on my original seats. You can also check this against any of the Falcon brochures from 1962 and 1963. I would hate for anyone restoring a Falcon to place their emblems wrongly because of this article. Hope that this can be addressed in the next issue. Thanks for your time.

—All My Best, Wayne Grey (FCA #6443)
Browns Mills, New Jersey



Dick's response:

Wayne, You are definitely paying attention. I agree with you that Fords intended placement was probably centered on the seam. I have three original seat cover sets and most of the emblems are very close to or on the seam. The first seats I recovered, I placed the emblem dead center on the seam, cut the stitching and had the stitching unravel over time. So I intentionally do not center the emblem on the seam. I am not a complete "purist" when it comes to a restoration and make changes whenever I believe it will improve the product

I do appreciate your response.

—Dick Harrington (FCA #12563)
Delhi, New York Titusville, Florida



Placement of the emblem from Part Two

Seat Base Cover

The seat bottom cover is installed much the same way as the seat back cover. The major difference being that it is hog ringed around the perimeter. After the seat cover is attached at the listing wires the cover is pulled and massaged around the seat bolsters. Visually inspect for wrinkles and straight seams. Temporarily spring clamp the cover to the seat frame until satisfied with the fit. When satisfied with the look begin hog ringing the cover. Examine the original cover to get a sense of the number and placement of the hog rings. There is also a listing wire that runs along the bottom rear to pull the carpet portion of the seat bottom up and underneath the seat.



This is the seat base after the original cover was removed. Photographing the disassembly provides a good reference when reassembly begins.

The seat base has been painted and had all the upholstery underneath supports and padding replaced.



The Distinctive Industries seat foam is attached to the seat frame with hog rings. The seat foam has been reinforced with muslin fabric to prevent the hog rings from pulling through the foam.

The seat base cover listing wires have been hog ringed to the set base listing wires. It is sitting in the sun prior to stretching over the seat foam.



—Continued on page 9

FALCON CLUB OF AMERICA OFFICERS

PRESIDENT

Cliff McKay
3234 N. Mascot St.
Wichita, KS 67204
316-838-7487
hiflyer@cox.net

VICE PRESIDENT

Mary Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-243-3525
fcamary@baldwinpines.com

RECORDING SECRETARY

Bill Poole
13701 Harbour Bluff Court
Midlothian, Virginia 23112
804-739-1615
billandkaren@mindspring.com

TREASURER

Pamela Dinzebach
6575 Bradley Ave.
St. Louis, MO 63139
314-645-7082
pdinz@swbell.net

NATIONAL FALCON NEWS EDITOR

Wendelyn Crosby
16318 Riggs Rd.
Stilwell, KS 66085
fca.editor@yahoo.com

CLUB STORE MANAGERS

Mary Biehl
Bonnie Stringer
322 Jeff Davis
Waveland, MS 39576
228-466-4349
Falconclub@aol.com

CORRESPONDING SECRETARY

Denise Sword
521 Dogwood Meadows Ln.
Austin, AR 72007
fca.membership@yahoo.com
Please use email or snail mail.

INTERNET DIRECTOR

Wally Till
461 Grandiflora Dr.
McDonough, GA 30253
678-565-0111
FCA@Falconclub.com
wally.till@charter.net

ASSISTANT INTERNET DIRECTOR

Jeff Thomas
102 Overlook Dr.
McDonough, GA 30252
678-967-4780
1bad6t@bellsouth.net

CHAPTER COORDINATOR

Ray Chevalier
73 Francis Rd.
Glocester, RI 02857
401-934-2105
raysfalcon@cox.net

HEAD TECH ADVISOR

Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028-8232
717-469-7252
afutura@verizon.net

BOARD OF DIRECTORS

Dale Daugherty (5)
7004 Outer Loop
Louisville, KY 40228
502-290-8716
drdwolfe2@insightbb.com

Jim Clements (4)
4015 Warrensburg Rd.
Delaware, OH 43015
740-363-4350
jclements003@columbus.rr.com

Richard Bowes (3)
245 S. Main St.
Coventry, RI 02816
401-823-1059
falconsprint@aol.com

Michael S. Garrett (2)
19732 Selby Ave.
Poolesville, MD 20837
301-916-3323
msgarrett35@msn.com

Dave Wagner (1)
7111 Wolftever Landing
Harrison, TN 37341
423-243-3525
65sprint@baldwinpines.com

AUDITORS

Dennis Lebo
Donald Snyder
Barry Fischer

REGIONAL DIRECTORS

North Eastern Region

John W Howard
3955 Tolbert Rd.
Trenton, Ohio 45067
513-312-8799
falconwagon62@yahoo.com

South Eastern Region

Ken Earnhardt
6275 Miami Church Rd.
Concord, NC 28025
704-786-2722

North Central Region

Jack Ellis
17860 168th. St.
Bonner Springs, KS 66012
913-724-2553
jandcellis@sbcglobal.net

South Central Region

Ron Talley
1336 Pinebrook Lane
Birmingham, AL 35235
205-853-5703
rtalley5@bellsouth.net

South Western Region

Russell Welty
120 Meadow View Dr.
Wimberley, TX 78676
409-498-3596
russell.welty@yahoo.com

Mountain Region

Ron Brown
4147 WCR 31
Ft. Lupton CO 80621
303-857-9360
colofalcons@gmail.com

Pacific Region

Al Aiello
5915 Chandler Ct.
Santa Rosa, CA 95409
707-539-2860
futura@sbcglobal.net

WEB SITE

falconclub.com

CLASSIFIED ADVERTISING

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

* 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. S 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastm pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to fca.editor@yahoo.com Ads must be received by the first of the month for the following month's issue. The FCA reserves the right to refuse advertising from any person or business.

ALL ADS MUST INCLUDE YOUR LOCATION.

IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.

NEW!

Please Note! If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. Photos may be emailed and payment mailed to the address above.

EDITOR EMAIL: fca.editor@yahoo.com

FALCONS FOR SALE

1967 four door sedan. Original 200 CID engine, automatic transmission. Daily driver, needs restoration. 135,000 original miles, many spare parts. All for \$1800. Ted Palenski, 414-282-8288. WI.



1966 Falcon Futura. Gold with gold upholstered interior. Rust free. 6 cylinder 200 engine, automatic transmission. Factory a/c. 126,000 original miles. Same owner for 40 yrs. Stored indoors for past 10 years. Perfect condition, drive anywhere. \$9500 OBO. John, 954-467-8371, marlene@prosje.com. FL.

1966 Falcon Futura four door. Six cyl., auto, air. 36,897 actual miles. Car is in very good shape. Asking \$3000 OBO. Mike Coughlin, 850-381-4424 or falconman85@gmail.com. Email for pics. TX.

1966 Ford Falcon sport coupe. Selling parts. Contact Frank, 561-436-0174 or frankperdomo67@yahoo.com. FL.

Free 1966 Falcon two door if you buy my 1973 Ford Maverick for \$3800. Maverick is in excellent condition, all original, 76,000 miles, 302/Auto/PS. Was going to rebuild the 1966 with rear end, drive train, chassis, etc. FCA member 02996 since 1983, Charles Garcia, 801-425-2464 or 73Maverick@comcast.net. Layton, UT.

1965 Falcon Futura Convertible Resto-Mod, new condition. Complete documentation of build, including pictures, receipts, technical specifications, etc. Please see detail specifications and pictures at the FalconParts.

com web site (click on view Falcons for sale). \$29,500, Renee and Gary Darsey. E-mail 65cobra@cablone.net. MS.

1965 Falcon Sprint. two door hardtop. V8 auto. New white paint. Black interior. Power steering. No rust. Excellent condition. \$14,000 OBO. George, 860-930-2232 CT.

1965 Falcon Futura. Two door hardtop. 289 engine. Four barrel carburetor. Four speed toploader with Hurst shifter. Red exterior. Black interior. Bucket seats. Custom wheels. Aluminum radiator and shroud. Super paint and chrome. Stunning detail under the hood. Immaculate condition. Attention grabber. Call for the many exceptional details. \$29,000 OBO. Bob Miscovich, 724-433-0589. PA.

1965 Falcon four door station wagon. 200 CID, three speed automatic. 175,903 miles. New windshield, straight body, but roof gutters rusted. Needs fuel tank, carb rebuild, but have many spare parts. \$600 OBO. Jeffrey Jurciukonis, 501-375-0840. AR.



1965 FORD Falcon Futura two door sedan. Original 200 C. I. 6 cyl. and three speed automatic transmission. New black interior paint. New door rubber, window tracks, front and rear glass rubber. New headliner, door panels, seats and carpet. Air Shocks, Black on Black, No bondo or rust-STRAIGHT! Ray, 208-683-3273. ID.

1964 Falcon convertible. Six, automatic transmission. Nice condition. Wimbledon white with black top. Ran-

—Continued on page 8

INSURING YOUR VEHICLES FOR OVER 50 YEARS

UNPARALLELED CLAIMS SERVICE

EXCELLENT CUSTOMER SERVICE

AGREED VALUE COVERAGE

EASE OF DOING BUSINESS



DRIVE THROUGH TIME WITH PEACE OF MIND™



WWW.JCTAYLOR.COM
1-888-ANTIQUE



facebook.com/jctaylorinsurance

CLASSIFIED ADS

—Continued from page 7

goon Red interior with bucket seats. Factory crated engine installed. \$9000 OBO. Gary Whitman, 610-982-5626 or shawhitman@yahoo.com. PA.

1964 Falcon Window Van. Rolling chassis set up for 302 V-8 and AOD transmission. Rebuilt Ford 9 inch rear end installed. Minor rust in front of rear wheel wells. Some small dents. Underside sandblasted and clean. Interior package and outside chrome package included. Many spare parts as well. asking \$3000. OBO. Lloyd Marshment 519-542-3684 or gear_head@cogeco.ca Ontario, Canada.

1964 Falcon four door wagon. All original except paint. Rust free, interior in very good condition. Exterior in excellent condition, original glass all around. Paint in good condition but not original colors. \$2750. Call 413-519-1172 or laurastevens@kw.com. MA.



1964 Sports Futra Convertible only \$6995. Great running driver, top works perfectly; repaired inner rockers and torque boxes. 200 CID six, C-4 automatic (non-green dot), 3.25 Maverick 8" four lug axel, converted to an alternator. 1964 Trim included. Has faded paint and original interior. Clean title, owned by me since 1988, needs to go to a good Falcon home. Detailed pictures upon request. Call or email Lenny Kellogg @ Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, CO.

—Continued on page 10

PRESIDENT'S MESSAGE: CLIFF MCKAY

WOW. Was that the Christmas Season over already? Well... Happy New Year then. I figure by now 80% or more of us have already tucked away our Falcons for the winter. Many of us will be working on major projects or new projects or both during these months. Be sure you all stay safe doing these projects; wear protection and work safe. If you need help, ask another Falcon buddy. I hope all our members enjoyed looking through the National pictures in our December newsletter, maybe some of those will spark an idea of something special to do to your own bird.

This time of year is also a good time to start thinking about parts you need or parts you want to take to a Regional or National swap meet. Maybe a little cleaning and organizing of your workshop is overdue—I know my shop can sure use some TLC. Some chapters even schedule garage parties or work sessions or both. I know I usually seem to keep more motivated and focused on doing jobs like that when I have a little help from my friends.

Check out our FCA Club Store ad. The girls were able to obtain another batch of the fender T-shirts that everyone liked so well this year. Also if you have an idea for something you would like to see in

the store this year in Tulsa, please let them know and they will take a look at it.

Speaking of the Nationals—I highly recommend that you start planning your trip to attend the 2013 National in Tulsa, Oklahoma. Early registration helps the chapters hosting these events. Remember to also get those hotel reservations made soon too. Check out the 2013 Nationals website, take a look at what Tulsa area has to offer, and offer suggestions.

I also want to make sure that all of you know that the Mid America Chapter has officially been approved to host our 2014 National in Kansas City. This should be another good time for all as they have had lots of experience hosting events. So keep this event in mind for 2014.

Remember to not only take kids to car shows this Spring, but also help any of them when you can if they get into a Falcon of their own.

Take care. Have a safe and cozy winter and lots of fun working those projects as weather permits.

—Cliff McKay (FCA #7987)
Wichita, Kansas

shine
on me
Automotive Trim Restoration
www.shineonmetrim.com

- Aluminum
- Stainless
- Chrome
- Plastic

Specializing in Ford Falcon Trim Restoration

Norm Huie
Phone: (949) 498-8974

BUCKET SEAT RESTORATION: PART THREE—COVERING THE SEAT BOTTOMS

TECH TIPS BY DICK HARRINGTON

—Continued from page 4



The seat cover is carefully stretched over the seat frame.



The listing wire at the rear of the seat base cover being inserted into its pocket. The listing wire will be hog ringed to the set springs.



Using spring clamps to position the seat cover will minimize the chances for misplaced hog rings. Notice the masking tape on the seat frame and seat cover to center the cover on the frame.



The cover has been spring clamped around the complete perimeter and is now ready to be hog ringed to the frame.



Here are three views of the seat base hog rings tying the seat cover to the seat base.

—Continued on page 21

CLASSIFIED ADS

—Continued from page 7



1963 Falcon two door sedan deluxe. 144 CID engine runs very well. Three speed standard transmission, 3.10 rear axle. Car was completely restored in the mid 1980s and was used for car shows and FCA nationals since then. Viking Blue with blue on blue interior. Paint and body are good, no rust. Trim, bumpers, glass and interior are excellent. \$5500 e-mail for pics and info. erik1463@yahoo.com. Erik Fuerst Appleton, 920-450-2777. WI.

1963 Futura two door H.T. Original 260 C.I.D. V-8, Automatic. Original white paint, body is solid in excellent condition. Excellent glass and red interior. Runs good, 98,821 miles. Asking \$10,000. 1963 Falcon two door sedan.

Original 144 C.I.D. runs good. Three speed standard transmission, body is fair, white, good glass and red & white interior, 109,413 miles. Asking \$3500. Both cars garage kept. Rocky Comito, 502-955-9673 or rcomito@windstream.net. KY.

1963½ Falcon Futura fastback,, 80% done. New floors, trunk floor, new gas tank, trunk is finished. Interior dash is painted, new knobs, switches, Grant steering wheel, new front seats and door panels in grey roll and pleat. Floors have bedliner top and bottom. All glass is perfect except windshield which has one crack. Doors open and shut like new, exterior trim and bumpers in good shape, most of body rust is fixed except for rear quarters on the bottom. Has 8" rear end with five lugs. Front suspension has been removed and new inner fender panels installed. Have everything for Mustang II suspension except cross member and spindles. Four GT rims with good tires.

Has a 302 that was running with about 70,000 miles on it with headers and a three speed toploader that comes with it. \$3500. Don Odell, 704-616-7395. SC.



1963 Falcon convertible. Six cylinder, four speed Dagenham transmission, bench seat, clean. Daily driver. New top, new exterior paint. Some floor-board rust, no body rust. Lots of new and spare parts. Had to stop restoration. \$5000. John Bess, 202-722-9057 or 202-480-0416 (cell) or jdbess@aol.com. DC.

Get the **MOST COMPLETE** 1960-1970 Falcon & Comet
Parts Catalog Available

FREE Falcon & Comet Parts Catalog

More than 4,000 items listed!

Request a catalog, search & order parts online:

MacsAutoParts.com/fn

Call **877-230-9670**

Just Mention Code: **FNP30**

MAC's is your one-stop source for quality parts & accessories for 1909-70's Fords & Mercurys.

Antique Auto Parts



9 other '09-70's Ford
Parts Catalogs Available!

Outside the U.S. call:
(716) 210-1340

(*Outside the US, \$5.00 each
for international postage)

Dealer inquiries invited.

Parts for Falcons & Comets

"Serving the Ford Restorer Since 1978."

6150 Donner Rd. • Lockport, NY 14094
(716) 210-1340 • Fax: (716) 210-1370



1963 Falcon Sprint convertible. A good original four speed transmission car. Car is complete except for dash tach. Needs restoration, but has little rust. Car has been garaged for past 14 years. The 260 V8 runs good with approximately 48,000 original miles. \$8000 OBO. Jim Barnes, 302-893-3128. DE.



1963 1/2 Falcon Ranchero Deluxe, orig V8 and four speed. Second owner, have had for 35 yrs. Excellent body and paint. October 2011 Cover of Falcon News. \$15,500 OBO. Ray Wilson, 310-897-9199 or rwiwillwireyou@netzero.net. CA.

1963 Falcon Futura two door Sport Convertible, rebuilt original factory 260 V8, 34,000 on odometer, two speed Ford-a-Matic transmission. Winston tires, wire spoke hub caps with spinners. New brakes and wheel cylinders. Alternator, electronic ignition, power antenna. Two tone blue interior, Viking blue paint. White Convertible top, California Car. Original working AM radio. \$19,500.00 OBO, Jim Saltis, 951-323-3083 or saltisyoshi@roadrunner.com for pictures. CA.

1963 Falcon Futura two door sedan. 170 CID, two speed automatic. 93,000

original miles. Maroon with white top, black interior. New radiator, gas tank, brakes, tires, tune-up, engine gaskets, upper control arms. PA antique tags. Nice car, \$4500 OBO. David Frank, 717-838-0120.

1963 Ford Falcon Futura Convertible. New black convertible top, six cylinder motor overhauled, four speed manual transmission, complete new factory pattern red interior, new tires, new Rangoon red exterior. Underside of body completely stripped and painted. \$12,000 or reasonable offers Call Dave Simley, 701-799-5608. ND.



1962 Falcon Wagon. 50,700 miles. Very nice driver. New tires, suspension and brakes rebuilt. Original black and white interior. White over turquoise. Featured in November 2011 FCA

magazine. Class winner at 2010 Falcon Nationals. \$9500 OBO. Call Paul in Michigan at 423 754-6993 or paul@paulnolte.com. MI.



Have beautiful 1962 Falcon Ranchero. It has the 200 motor and standard transmission. It is a great little truck, never gives me any problems. Radio even works great. Want to buy a 1963 or 1964 hardtop. Looking for something with more room to take grandkids with. Asking \$10,000. OBO. Can email pictures. Bob Jacobson, 608-873-8937 or robertdjcbnsn@gmail.com. There is nothing to do to this vehicle but get in and drive and enjoy. WI.

—Continued on page 14

**1964-73
MUSTANG**

**1928-69
FORD CAR**

**1960-70
FALCON**

**1962-71
FAIRLANE/
TORINO**

**1928-79
FORD TRUCK**

**1955-66
THUNDERBIRD
STREET ROD**

**Online Ordering
Now Available!**
melvinsclassicfordparts.com



Send For Your Free Catalog!
Mention this ad!

1521 Dogwood Drive
Conyers, Georgia
Phone: 770-761-6800
Fax: 770-761-5777

Taking Flight With A Falcon



Mike Thielen's 1964 Falcon

By Peggy Page

Those of us who participated in the Falcon Club of America's Car Show held at Steamboat Springs, Colorado in July, 2011 were treated to one sweet 1964 Falcon Futura two door Hardtop.

The standout features are the Bahama Blue paint, with an Ice Blue accent strip down the center of the car. The Robert Stiffler airbrushed Falcon head on the rear quarter panels draws you into flight as it appears to be catching up to the car flowing smoothly in blues. Did you look the Falcon in the eye? If so, you observed the Falcon's eye follows you from every angle.

This '64 Falcon Futura is a Multiple Award Winner with recent winnings in 2011.

- Outstanding Vehicle at the Mesquite, NV Motor Mania January 2011
- Tuff Shines Choice at the 24th Annual UVU Auto Expo May 2011
- Best of Class at the FCA Steamboat Springs, CO Show July 2011
- Award of Excellence at the IMAFS in Park City, Utah August, 2011
- Sponsor Award by Wyoming Technical School

Mike and Delores Thielen, from West Jordan, Utah are the owners of this over-the-top shiny Falcon.

Mike, being retired, wanted another project to put his energy, time and money into after buying, restoring and selling a 1956 Chevy Bel Air two door hardtop, followed by a 1965 Chevy Malibu SS, and then his award winning 1956 T Bird. It took Mike a while to find another project and when he found this '64 Falcon Futura he almost sold it for scrap metal after he tore into it. But it was almost rust free and only had one coffee cup size bondo spot. But as Delores put it, he needed another project and it lasted a year, every day of the year. All

—Continued on page 24



CLASSIFIED ADS

—Continued from page 11



1962 Falcon two door wagon. Original 144 CID engine runs great. Three speed standard transmission. New water pump, carburetor, brakes including master cylinder. New exhaust. Fuel system recently overhauled. Excellent interior. Original paint. Minor rust on hood and quarter panels. This vehicle is kept garaged. \$4500. Can email photos. duford6@q.com. Stephen Duford, 503-932-1575. OR.



1962 Falcon Station Wagon. Deluxe package. Original rust free Arizona car. White/Chestnut brown. Six cylinder later model, with automatic transmission, air conditioning. Has been stored indoors and well maintained. Drive anywhere. \$10,900. John Prosje, 954-467-8371, marlene@prosje.com. FL.

1961 Falcon two door sedan. Standard transmission. Some rust on floor pan. Needs restoration. \$600.00. Call Eddie Griffin 580-772-0692 or griffin@cebridge.net. OK.



1960 Falcon Ranchero \$11,000. No rust! Six cylinder, 144 cid, 3 speed on column. Pearl white with red & black interior. Completely restored, ready to

show. New Coker tires, brakes, electrical, exhaust, gas tank, radiator, interior, 77000 miles. Corwin Johnson, 815-476-2959 or cjriverside@comcast.net. IL.

Kellogg's Garage Cars For Sale: 1965 Ranchero, 302, 3 speed, \$2995. 1965 Comet 404 4 door, 289, auto, power steering, \$2495. 1965 Falcon 2 door sedan, 200, 3 speed, \$3995. 1965 Falcon 2 door sedan, 302, 3 speed, \$1995. 1964 Futura convertible 200/C-4, Maverick 8" rear; \$6995. 1963 Falcon 4 door, 170, 3 speed, air conditioning, \$1995. 1962 Sedan Delivery, 200, 3 speed, \$2495. 1961 Falcon 4 door wagon, 170, 4 speed overdrive, \$3495. Detailed pictures on request. Call or email Lenny Kellogg @ Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964, CO.

FALCONS WANTED

1960 Falcon with VIN# beginning with "OF" which was built in Detroit. Any information you may have on these cars is appreciated. Please contact Merl Hayn, 574-952-6309 or shaynfamilly@aol.com. IN.

Early 1962 two door bubble top Falcon for project car. Unrestored, any condition considered. Complete interior a plus. Please contact Keith at 303-312-8882 or email at mightyfalconracing@gmail.com. CO.

PARTS FOR SALE

For sale: 200 CID 6 cylinder engine. Built by Clifford Performance using their rings, cam, valves, and header. About 1300 miles on engine. Asking \$2500 plus shipping costs. Phone Eric at 610-702-3261 or macungie99@ptd.net. PA.

Parts For Sale: re-chromed 1964-1965 front and rear bumpers \$360 each,

exchange, plus shipping. I have a new source for plating any year Falcon bumper. You can call/email with your needs. We also have a 30+ year collection of Falcon and Comet parts; what do you need? Call or email Lenny Kellogg @ Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO.

1963 Falcon Sprint Conv. 8" Rear End, Complete From Drum To Drum, With The Parking Brake Cables Too, \$599. 1965 Grille, Fair Condition \$125. 1963 Falcon Hood Ornament, New Chrome \$259. N.O.S. Grilles 1963,1964,1965, And Head lamp Assy. Make Offer. 1963,1964,1965 N.O.S. Texaco 260, 289 HIPO Air Cleaner Element \$35. 1964,1965 Falcon/Comet Console Bracket (repro) \$85. 1964,1965 Falcon Ranchero Tailgate S.S. Trim \$85. 1963,1964,1965 Falcon/Comet Qtr. Post Seals \$25. 1963,1964,1965 Falcon/Comet Headlight Wire Grommets \$12. 1963,1964,1965 Falcon/Comet Sway Bar, Black Powder Coated \$125. 1963 Falcon Front Fender Spears \$199. 1963 Falcon/Comet 6 Cyl. Equalizer Bar With Rod \$85. 1965 Falcon Ranchero Deluxe Front Fender S.S. Trim 150. New Floor Pan For a 1963 Falcon/Comet, With Toe Boards, 300. More Falcon Parts available call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY.



Conversion kit to SSPD transmission, Tremec 5TZ transmission with short shift tail housing, aftermarket shifter and cable driven speedometer, bellhousing for Ford 289 or 302, clutch arm with bearing, steel flywheel, 10½" diaphragm clutch, engine plate, pedal assembly, clutch release cable, All parts have 500 miles since new. \$1700. Ron Winkler, 775-356-7313. NV.

1965 fuel tank, very good condition, from Mustang but would fit 1964, '65 Falcon sedan or coupe. Rear fill. \$95 + shipping. Jeffrey Jurciukonis, 501-375-0840. AR.

1963 Falcon convertible rear axle (6 3/4") with 3.50:1 gear set (6-cylinder with 4 wheel lugs). Includes new brake hardware, new brake shoes, new wheel cylinders, turned drums, new brake line and used parking brake cable included. Ready to bolt into your project car with no additional work required. Have detailed photos to email. \$200 or trade for 1963 Falcon parts or under dash air conditioning parts. Larry Bernhardt, 734-516-0722 or tsalary@aol.com. Axle is located in Northville, MI.

N.O.S. parts: carb rebuild kits, part # CODZ-9A586-A & B, \$30.00; exhaust hanger, part # CODD-5A283-F, \$15.00; rear brake drum, part # CODZ-1126-B, \$80.00; Autolite vacuum control, part # CODF-12370-A, \$18.00; turn signal plate, part # CODF-13304-A, \$15.00. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

NOS Deluxe Falcon Wheelcovers, 1960 & '62, plus 1965 Futura 13." Still in the boxes; will send pictures upon request. \$200 per set. Also 1964 "dogdish" hubcaps, 3 NOS in boxes, 1 excellent used, \$125 for 4. Good used 1961, 1963, 1964 full wheelcovers, 13," \$60 per set. Many sets of 13" wire spinner wheelcovers, driver quality to NOS, please inquire for prices. We have a 30 year+ collection of Falcon parts; what else do you need? Call or email Lenny Kellogg @ Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964, CO.

1960 Falcon grille NOS, \$375. Jerry Nichols 913-526-6343 or nick65bsa@yahoo.com. Kansas City.

1969 Ford Falcon four door parts. Rear glass window, glass for all four doors.

Chrome pieces for the doors. NOS fuel sending unit. DODZ-9275-D. All must go. \$650 or OBO. Tom Koppa, 707-462-2853 or tomkoppa@gmail.com. CA.

Engine, 302 long block. NEW from Ford, \$2400. Don Pelton, 902-852-7067. TX.

Pair of original 99% mint condition 1964 Falcon tallight lenses without backup. Only flaw is that one has a tiny stress crack at one screw hole only visible from the back side. \$25 and you pay shipping. David Nelson, carguysx2@gmail.com.

Falcon Parts For Sale: Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 60-61 Falcon race cars Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357 636-228-4501 or dbranson@mail.win.org.

PARTS WANTED

1963 Falcon Delux 2 door wagon parts. They must be in excellent condition either NOS or used: front bumper, grill, h/l doors, parklamp/signal

—Continued on page 20



Magnum Wheels
14x6.
MAG14X6
14x7.
MAG14X7
15x7.
MAG15X7

\$174.95
each



Styled Steel Wheels
14x7.
67SS14X7
15x7.
67SS15X7

\$179.95
each

Use code FA1012 and get free shipping on these select wheels to the lower 48 states!
Offer expires 01/31/13



**Magnum 500 or
Styled Steel Wheels
C6OZ-1130SS**

\$39.95
each



**Magnum 500 Wheels
D6OZ-1130B**

\$29.95
each

Looking for a great gift idea? Auto Krafters gift certificates are available year-round. Order one today!



**PO BOX 1100FA
New Market, VA 22844
1-800-228-7346
www.autokrafters.com**

© Copyright 2012 Auto Krafters, Inc. All rights reserved. Prices subject to change without notice. Prices do not include shipping and handling.

John Howard's 1962 Station Wagon

Editor's Note: There was a little mix-up in the November issue regarding the very nice 1962 red wagon that was described as Larry Bernhardt's. It actually belongs to John Howard, of Trenton, Ohio.

John writes, "I have gotten 10 calls, and 12 emails asking if I sold my wagon to a dude in Michigan. They say my wagon has another guy's name on it! I've only owned it for 14 years.

Thanks for all the calls and emails. NO, I have NOT sold my wagon, I have owned it some 14+ years now, and have absolutely *no*, as in zero, plans to EVER sell it. My ashes are to be put in the ash tray so I can keep on cruising! I have willed it to Jim Norvell and my wife Vicki, so I can be sure it doesn't get sold. I do have to say, it IS a great looking wagon! Maybe I will do a spread on all six of my Falcons."

Larry (FCA #13519) writes, "We saw the photos of the neat looking 1962 Falcon wagon on page 4 of the November issue and wanted to clarify some information before a lynch mob arrives at our door.

The person in the photos is my wife, Linda, who I nominate for "Falcon Club Wife of the Year" as she actually enjoyed digging through stuff in the swap meet area at the convention, but the Falcon wagon in the photos is—unfortunately—not ours, but we would like to own it. I hope who ever owns the Falcon wagon in the photo is not upset..."

Our Falcon is a dark blue 1963 convertible. The young lady in the convertible is my daughter Lauren.

If the fellow who owns the wagon wants to sell it, we are interested."

When informed of John's thoughts on selling the Falcon, Larry replied, "If we agree to not disturb his ashes in the ash tray, will he consider selling?"

Editor regrets the error and presents both Falcons here for clarification.

And yes, we would like to see a spread of all of John's Falcons and promise to identify them correctly.



Above: John Howard's 1962 Falcon wagon at Louisville Nationals with Linda Bernhardt admiring it. Below: Larry's 1963 Falcon convertible with daughter, Lauren at the wheel.

James H. Dottling, Ltd.

FALCON CONNECTION

1960-1965



PARKING LIGHT HOUSING

**SHOP
MANUALS**



**Ask for our
Free
Catalog**



EMBLEMS



**TRUNK
LOCK
ASSEMBLY**



MOUNTS

800-888-2473 Orders
602-997-9285 Info
602-997-0624 Fax

Official Licensed Product
Studebaker Company

728 E. DUNLAP
PHX, AZ 85020

Thunderbirdconn@aol.com

CRAZY CANADIAN

Or The Fine Line Between Determination and Insanity

—Continued from page 3



often make the 300 mile round trip to our summer cottage in it, but a trip as long as the Louisville odyssey with four days on the road would require some preparation.

Accordingly, just after Christmas I set about dealing with details on the car that I had left unattended for too long and preparing a list of spare parts and fluids to take with along—not that I would need any of that stuff. After all, if Joe's 1962 with the awesome 144 cube power plant and Fordomatic could make the trip, it should be a piece of cake for our 289 powered, C-4 equipped baby.

Fast forward to the morning of July 9, 2012. We're leaving Joe and Charmaine's home in Burlington, about 25 minutes from my home in Ancaster, on our way toward the US border at Buffalo, New York. A few hours later we are meeting up with Bob and Matti Passino, the first of many terrific FCA members I met on this trip, at a rest stop just south of the Pennsylvania border. We continued our journey led by the Passinos in their 1965 Futura hardtop with a 289, and four speed and a few hours later we stopped for a bite at another rest stop just south of the Ohio border.

When we got in our cars to continue the trip, mine would not start. I mean the electrical system was MIA—not an idiot light or interior light flickering; not a grunt or a noise of any kind when I turned the key. It was like someone had disconnected the battery, but it couldn't be the battery which was a maintenance free repro Autolite unit that had worked perfectly until this last stop and besides batteries don't just quit completely like this. The problem must be in the wiring or some other electrical issue. I had a spare alternator in the trunk. The three of us car guys spent considerable time

troubleshooting the problem while the girls relaxed in the shade. Did I mention the heat and sun were beating down on us while we mechanical geniuses tracked wires, tested circuits, took voltage readings and jumped solenoids?

Finally, I called AAA and asked them to bring us a new group 24 battery which they did within 30 minutes. Upon installation of the new battery the car started and ran fine. Duh! Sad, I know, but we were delirious from the sun and heat.

Unfortunately, we had lost a lot of time playing mechanic over the battery/electrical issue at the rest stop—I felt appropriately guilty and it was getting late so we stopped for the night and enjoyed dinner, beer, and sleep in that order.

The next morning all was well as we continued our adventure after fuel for us and the cars respectively and we drove without incident until we pulled off the Interstate at Cincinnati, Ohio to check out Green Sales. For the uninitiated, these folks have warehouses full of NOS/OEM Ford parts that would excite a dead guy.

With Joe leading the way and Bob behind me we made our way into Cincinnati but at the first stop light I knew that something was amiss, literally. I had lost the contribution of one of the eight cylinders in my trusty 289 and my car was thumping badly at idle. After I limped into Green Sales' parking lot at 2172 Seymour Ave., I again began to address a mechanical issue with my car in the blistering heat while the rest of the crew went into the air conditioned facility to drool over and acquire some NOS/OEM Fomoco parts including a couple of fuel pumps for 289 engines. More on that later.

After checking the usual/obvious causes of the missing—spark plugs, ignition wires, distributor cap, rotor, I decided, in my infinite wisdom, that the problem was not electrical. Remember when I said that my car had only broken once before this trip during almost 20,000 miles of driving? Well that breakdown came about six weeks before I left on this magical journey and the problem was a broken valve spring. How many of you have ever broken a valve spring? I know, it's a rare occurrence indeed, which is why I was so mystified when it happened to our car, especially because it occurred only 18,000 miles after I had restored the car and freshened the engine, including sending the heads out to have them redone with valves, and hardened seats. In any case I had the spring replaced and the car seemed to run fine afterwards.

—Continued on page 18

CRAZY CANADIAN

—Continued from page 17

So, now I pulled the left valve cover to see if the broken spring problem may have repeated itself and I found that it had, but on #6 exhaust this time. Now, I may not be the brightest crayon in the box but I know a pattern developing when I see one. The question, however, was: why are the valve springs breaking with such frequency when that problem so rarely happens with these engines?

Mystified, I went into Green Sales and asked loyal employee Dave C., who, by the way, attended the FCA Nationals and was glad to see that I had made it there safely, for his opinion regarding the spring problem and after one quick look he knew what I didn't—the heads had the wrong valve springs installed in them. That's why he is known as a Ford parts expert while I am known as a collector car aficionado.

In fact, he said, the valve springs languishing in the heads of my 289 V8 engine were made for a Ford six cylinder engine and he asked me why they were in my 289 V8? Thinking fast, I told him that it was a road test to see how long the six cylinder valve springs would last in a V8. The answer is, apparently, approximately 18,000 miles.

For those who care, there are essentially three different Ford valve springs in existence from the 1965 era: those made for six cylinder motors, those made for "C" and "D" code 289 V8's and another made for use in the "K" code —solid lifter— version of the 289. The six cylinder springs are wound of thinner spring steel and are smaller diameter and shorter height than the standard V8 springs but will apparently fit and work in a standard 289, just not for long. The "K" code, 271 HP springs appear to be the same spring as the standard V8 spring but with a damper added inside the coil.

I won't bore you with the details of how the engine had not been living up to it's potential since the wrong valve springs were placed in the heads 18,000 miles ago —due to inadequate lift, seating, valve float, incorrect valve train timing, etc. Suffice it to say that Dave C. came to my rescue with all the correct NOS/OEM parts needed to correct the problem including correct springs, retainers, etc. right down to rocker arm nuts, valve cover gaskets, etc. and he even went so far as to call a garage he could recommend a couple of blocks away whose owner agreed to replace the parts for me immediately. We headed over to Mike's Automotive at 5930 Carthage Ct. with our box of parts and Mike stopped what he was doing to help me out. Life does not get any better. We left



him alone to do his work as no mechanic likes to be watched while working while we went off to have lunch.

I've often been told to cheer up, things could be worse, so I did, and they were. Initially, I was happy that the broken valve spring had not caused a bent valve or worse, which would have required more work and money to fix. My balloon of happiness was about to be burst however when, about an hour after leaving my car with Mike, I received a call from Dave C. telling me that Mike had advised him that there were "complications." Mike got the broken spring replaced on #6 but when he tried to replace the spring on #5, which had previously been replaced with an incorrect spring, he found that air pressure used to suspend the valve while he worked on the spring would not keep the valve up, a problem which led him to believe that the valve had been bent and, unfortunately, he could not spare the time to pull the heads and deal with the matter further because he had commitments to several customers who were expecting their cars to be ready that day. I respected his position, thanked him and paid him for taking time away from his regular customers to help out a stranger far from home. He buttoned everything back up, I fired the engine and it ran respectably so I took the car back to Green's where the rest of the posse was waiting patiently.

What do I/we do now? I toyed briefly with the idea of driving the car to Louisville in its present state. After all, it seemed to be running reasonably well. However, it occurred to me that we would be leaving Louisville to return home on the following Sunday and if another valve spring broke

Or The Fine Line Between Determination and Insanity

on our way home—not unlikely given the current rate of failures—I would be stranded who knows where without any open garages to help me with the problem on a Sunday. It also, but only briefly, occurred to me that I should turn around and make a run for home while the car was still running. My apologies, I don't know what came over me.

I had held it together well until that point but now my head was starting to ache and I was feeling the pressure. Where would I find someone capable of doing the necessary work of removing the heads, rebuilding them and replacing them? How would I get the car running at all to get back home to Canada, let alone getting to the Convention in Louisville? How long would the repairs take, and, of course, how much would it all cost? I even went so far as to ask Dave C. if they had a pair of dressed 1965 heads for my 289 in stock—they did not. We seemed to be between the familiar rock and hard place but, after some hand wringing on my part, Joe Tatti pulled out his trusty copy of the membership roster of the Falcon Club of America and we began to look for FCA members who lived nearby and who may be able to help or suggest solutions.

It was then that we came across the name John Howard, President, Ohio Valley Chapter, FCA, who lived relatively close to where we were. Fortunately, he had not left his home yet to attend the Convention and after hearing my story he gave us the name and contact information for a head shop—en-



gine heads, that is—who could assist us. He also asked me to call him back if that individual could not help us and, again, I thanked him profusely for his assistance. It's great to belong to the Falcon Club of America.

I called the phone number John gave me and spoke with Don Hacker of New Engine Power in Sharonville, Ohio about our predicament. He gave me the old good news bad news thing: the bad news was that his property lease prohibited him from working on cars on the property; we had to remove the heads elsewhere and take just the heads, not the whole car to his shop. The good news was that he could highly recommend a top notch repair shop/mechanic who could pull the heads and take them to Don's shop and once he had the heads he would rebuild them and return them to the mechanic within two hours. That was fantastic!

I then called the garage which Don had recommended and spoke with Mark at Wyoming Automotive about my problem and my conversation with Don. In what had by then become common practice, Mark agreed to do the work immediately in order to help get me on my way. It was amazing that these folks were all so ready to help me out.

Upon arrival at the garage I recounted my tale and Mark wisely suggested that they test all cylinders for compression first and in other secret ways determine if there was in fact an issue with valves or other components of the valve train prior to removing the heads from the block. Unfortunately, it was close to 5:30 PM at this point and he would not be able to deal with the repair until the next day, which was, again, understandable.



—Continued on page 22

CLASSIFIED ADS

—continued from page 15

assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. . Keith Litteken, 314-351-1789 or kslitteken@aol.com. MO.

I need a good 1960-63 six cylinder rear end around the Houston area to avoid shipping. Can remove from car if necessary but would prefer not to. Contact Jim, 713-306 2843 or jimsclassics@yahoo.com. TX.

Wanted: Front bench seat for a 1963 Ford Falcon Futura Convertible. Sonny Collinet, 847-919-0430, WI.

INFORMATION WANTED

Wanted: I need engine compartment pictures of a 1964 Falcon Ranchero, V-8. I am restoring the vehicle to original. More than happy to pay for these. Jesse Riddle, 903-361-0500 or jrdaelr@aol.com. OK.

DID YOU KNOW?

Your Falcon can be featured on the renewal card FCA Members receive when it's time to renew. Send a digital photo (and \$100) to Denise Sword, fca.membership@yahoo.com or the Editor.

MISCELLANEOUS

I have two AMT 1:25" scale 1961 Falcon Ranchero models (#T240). These were sold around 1977. They both are unbuilt and complete with decals and instructions, but I do not have the boxes for them. They are \$20.00 each. For both the price will be \$35.00 + shipping. Vinny 718-792-1547 or hotcarsvc63@aol.com.

BOOK: THE FORD FALCON 1960-1963, second edition, by Phil Cottrill(FCA# 1102). Superb account of the development and production of the early

Falcon. 8 1/2 X 11 in., 152 pp., 121 photos, softbound,. Check or PayPal for \$25.00, free shipping to the 50 states. Phil Cottrill, P.O. Box 4, Mineral Wells, WV 26150. pcott@frontier.com. WV.

FOR SALE: Miscellaneous back issues of The National Falcon News. May or may not have specific issues. \$3. each. Contact Denise Sword, Corresponding Secretary at fca.membership@yahoo.com.

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

falconclub.com falconclub.com falconclub.com

INDEX OF ADVERTISERS

Auto Krafters, Broadway, VA	15
Classified Advertising	6
Advertising Guidelines	6
Dennis Carpenter Reproduction, NC	23
Falcon Club Store.....	2
James Dottling's Falcon Connection AZ.....	16
J. C. Taylor Antique Auto Insurance, PA	7
Mac's Antique Auto Parts NY	10
Melvin's Classic Ford Parts, GA.....	11
Obsolete Ford, Nashville, GA	3
Obsolete and Classic Auto Parts, OKC.....	21
Shine on Me: San Clemente, CA.....	8

THANKS TO OUR ADVERTISERS FOR SUPPORTING THE FALCON CLUB OF AMERICA.

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

BUCKET SEAT RESTORATION: PART THREE—COVERING THE SEAT BOTTOMS

TECH TIPS BY DICK HARRINGTON

—Continued from page 9

To complete the seat base locate the holes for the seat adjuster pads with a pick. Once the screw hole is located use a soldering iron to melt a hole in the cover. Repeat the process for the other holes. The last holes to be melted in the covers are for the pivot bolts.

Put It All Together

The seat back and seat base are ready to be mated back together again. There is no difference between the passenger and driver's side seats until the hinge covers are installed. It may be good ideas to swap the seats from side to side since the drivers seat springs have probably gotten more wear then the passenger side. The inside hinge covers match the interior upholstery color and the outside hinge covers are chrome. The seat hinge covers are available from Dearborn Classics and are a perfect match to the originals. The inside covers are only available in black so vinyl dye maybe be needed to match your interior. SEM vinyl dye and Pre will create a near perfect match. The last step is to attach



The completed seat base relaxing in the sun.



A completed 1963 Falcon seat ready for installation.



No seat cover will look good if the quality of installation is poor.

the seat tracks. If the seat adjuster knob is ratty looking new knobs are also available.

From start to finish, it took about 40 hours to strip, paint and reupholster the seats. Expect blisters and to be exhausted from wrestling the covers over the foam. The effort is well rewarded the first time you show off the seats.

SOURCES:

Distinctive Industries
Santa Fe Springs, CA
800.421.9777
distinctiveindustries.com

Dearborn Classics
Titusville, FL
800.252.7427
dearbornclassics.com

Restoration parts for your Falcon

PARTS FOR SALE



180+ Page Catalog
Covering 1960-70 Falcon
'60-65 Ranchero & Comet
FULL COLOR

WEATHERSTRIPPING / RUBBER
INTERIOR / UPHOLSTERY
WHEELS / MECHANICAL
CHROME / EMBLEMS
LITERATURE / DECALS
SUSPENSION / BRAKES
TRANSMISSION / CLUTCH
EXTERIOR TRIM / MIRRORS
SHEET METAL / PATCH PANS
AFTERMARKET
PERFORMANCE SECTION

FREE

Furnish us your
e-mail address
and we'll send
you a FREE copy

Ford® Restoration Parts:
Trucks 1909-79 &
Cars 1909-72

Front Door Scuff Plates

1960-62 Falcon & Comet (2Dr)
1963-64 Falcon & Comet (2Dr)
1963-65 Falcon & Comet Convertible
Any above Style \$99.00 per pair

Shop Manuals
Owners Manuals
Spec Books
Wiring Diagrams
We have them!



1967
COUGAR
FAIRLANE
FALCON
MERCURY
INTERMEDIATE
MUSTANG
SHOP MANUAL

Gas Tank Sending Units -

Starting at \$29.00



Disc Brake Kits - Starting at \$649.00



OBSOLETE
& Classic Auto Parts, Inc

8701 South I-35 Oklahoma City, OK 73149
405.631.3933 * FAX 405-634-6815
Toll Free 1-800-654-3247

www.classicautoparts.com

CRAZY CANADIAN

—Continued from page 17

What to do now? Can you see another pattern emerging? I didn't want to inconvenience my patient, but hot and tired travelling companions and/or hold them up any longer. It had been four hours since we landed at Green Sales and began to deal with this problem. Should I stay at a local hotel and wait for my car to be repaired the next day or should I rent a car and drive to Louisville, then return for the car tomorrow? I advised my fellow travellers that they should continue to Louisville regardless but they graciously suggested that we should stay together.

I decided to rent a car and complete the final leg to Louisville with the rest of the gang, so Joe drove me to the car rental agency 15 minutes away while my luggage and the gang waited at the

garage. In their haste to accommodate me, the car rental agency had apparently confused me with a terrorist who recently rented a car from them. They must have, because they demanded to see my passport before they would rent me a car. Not a problem under normal circumstances but in this case a royal pain in my butt because I left my passport in my luggage—which was back at the garage 15 minutes away. Who takes their passport to a car rental agency, anyway? It was now after 5:30 and they closed at 6:00—the pressure remained constant.

I can't describe the look on the faces of Charmaine and the Passino's when they saw Joe and I return to the garage in the same car but without much

discussion we piled my luggage into the Passino's car and me into Joe and Charmaine's vehicle with poor Charmaine folded into the rear seat and we made a mad dash back to the car rental place. We made it before they closed and were eventually on our way—with me in a Fiat 500 which proved to be a loveable little car.

END OF PART ONE

—Continued in February 2013 issue

—Submitted by Dave Molnar
FCA #12008)
Ancaster, Ontario, Canada

PARTS FOR YOUR FORD

1932-72 Ford /Mercury 1932-96 Ford Pickup /Bronco 1936-64 Ford Tractor

Original Tooling

1964-66 Falcon outside mirror. C5AZ-17696-F \$80.00

1963-66 Falcon outside mirror. C1SZ-17696-B \$100.00

FORD RESTORATION PARTS

DENNIS CARPENTER

SINCE 1970

1962-63 Falcon fender ornaments C2DZ-16178-PR \$125.00pr

1960-67 Falcon horn ring emblem C0DF-3649-B \$30.00ea

Vent Window Handles

1960-65 Falcon RH C30Z-6222916-A right \$20.00
C30Z-6222917-A left \$20.00

1968-70 Falcon C80Z-5422916-B right \$15.00
C80Z-5422917-B left \$15.00

1960-61 Falcon 2 & 4 dr sdn trunk lid emblem with chrome bezel C0DB-6443504-A \$75.00

FALCON

1962-63 FALCON rear quarter panel letter set. Does 1 side. C2DZ-6240282-SET 25.00set

Falcon Vent Window Seals

1960-65 2 & 4 dr sedan C0DB-6421448-PR \$100.00pr

1963-65 2 dr hrdtp & convrt. C3DZ-7621448-PR \$100.00pr

Falcon Door Seals

1960-65 2 dr sdn, wgn, Ranchero CODZ-6220530-PR \$100.00pr

1960-65 4 dr sedan CODZ-7320530-SET \$200.00set

1960-63 2dr hrdtp & convert C3DZ-7620530-PR \$100.00pr

1960-63 Falcon license plate light C0DZ-13550-A \$30.00

1964-70 Falcon license plate light C4AZ-13550-A \$30.00

Handles

1960-63 Falcon 2 & 4 dr sedan outside door handles. LH & RH C0DZ-6422404-PR \$110.00pr

1960-63 Falcon inside door handle. C0AZ-6422600-A \$20.00ea

DENNIS CARPENTER Weather Stripping

PREMIUM QUALITY

Windshield Seals

Rear Window Seals

Door & Trunk Seals

OVER 50,000 Ford Part Numbers IN STOCK!

FREE ORDER PARTS 1-800-476-9653

1932-1947 Ford Pickup 1980-1996 Ford Pickup 1952-1959 Ford/Edsel/Morc 1960-72 Falcon/Fairlane
1948-1956 Ford Pickup 1966-1996 Ford Bronco 1955-1979 Thunderbird includes:
1957-1966 Ford Pickup 1932-1948 Ford car /Merc 1960-1972 Galaxie/LTD 1960-70 Comet
1967-1979 Ford Pickup 1949-1951 Ford car /Merc 1939-1964 Ford Tractor 1960-79 Ranchero 68-71 Torino

Help Line: 704-786-8139 Mon-Fri 8am-5pm Sat 9am-12 (Eastern) E mail: info@dennis-carpenter.com
4140 Concord Parkway So., Concord, NC 28027

www.dennis-carpenter.com



FCA REGULARLY SCHEDULED CHAPTER MEETINGS

Alamo Chapter San Antonio, TX

2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 626-2050

Arizona Chapter

Phoenix, AZ
2nd Sat. except June,
July, Aug. at Berge Ford,
460 E. Auto Center Dr.,
Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. Every 3 months
4:30 PM at Shoney's at
Fern Valley Rd.
(502) 290-8716

Blue Ridge Chapter South Carolina

3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat.—monthly, 4 PM
(512) 670-0544

Carolinas Chapter Charlotte, NC

1st Mon.—7 PM
Holiday Inn Express
Hotel, 2491 Wonder
Dr., (Exit 60: I-85)
Kannapolis, N.C.
(704) 736-1920

Central California Falcons

Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
(661) 587-8539

Columbia River Chapter Vancouver, WA

1st Thurs. - monthly,
7:30 PM, March -
November.
Benny's Rod & Custom
Pizza Café
4219 NE St. Johns Rd. ,
Vancouver , WA
(360) 225-7403

Early Falcon Car Club of Victoria, Inc. Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat.—monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.—monthly
(636) 677-4670

Golden Gate Chapter San Francisco, CA

2nd Sat—Odd Months
(408) 293-5848

Greater Ozarks Chapter Springfield, MO

2nd Sun—Even months
Panera Bread, North
Kansas Expressway,
Springfield MO. 2 PM.
417-761-2677

Hoosier Chapter Indiana

1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 418-8301

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter Detroit, MI

1st Sun.—bimonthly
Holiday Inn Southgate,
17201 Northline Road,
Southgate, MI
(313) 382-2993

Mid America Chapter Kansas City

2nd Fri.—monthly
(913) 592-3571

Mile Hi Chapter Denver, CO

3rd Fri.—monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter New England

3rd Sat.—monthly
northeastfalconchapter.
com
(401) 823-1059

Northland Chapter Minneapolis, MN

2nd Sun.—odd months
(651) 458-1707
northland-falcons.com

Rainier Chapter Seattle, WA

3rd Wed.—monthly
except Dec., Feb. Varied.
RainierFalcons.com
(206) 290-3093

River City Chapter Sacramento, CA.

2nd. Sat. even months
12:00 PM, Round Table
Pizza
1566 Howe Ave
Sacramento, Ca.
(209) 957-0974

So-Cal Falcons Pasadena, CA

2nd Saturday, bi-monthly
(805) 583-4403

Sooner Falcons Oklahoma City

3rd Sat.—monthly
(405) 820-4808

Sonoma County Santa Rosa, CA

1st Thurs.—monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.—monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat.—monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club Roanoke, VA

Monthly meetings
Call for date/location.
(540) 254-1515

Virginia Falcons Richmond, VA

2nd Sun.—even months
(804) 739-1615

Wheat State Chapter Wichita, KS

1st Sat.—even months
(316) 838-7487

Wild West Falcons Chapter

Western Colorado
Meetings Quarterly
Call for dates & locations
Ted (970) 314-2498

—continued from page 12



these projects had a common goal for Mike—to tweak the cars just enough for people to take a second look and think, “Now what did I just see?”

Everyone refers to this model as a Sprint, but they were all Futuras. The Sprints were Futuras with added options. Engine options were six cylinder, V8 260 or a 289 Engine with other options. Mike's '64 Futura find originally came with bucket seats, console, six cylinder engine with a three speed automatic. Mike chose to put in a V8 289 engine. The previous owners did a slap-up job, such as cutting out half of the transmission tunnel and pop riveted tin over the top of the tunnel—a new metal welding job was done to do it up right. It had headers that didn't fit, so they had pounded in the shock towers; once again a big redo on those with stock headers and manifolds. He added window glass including the windshield and side windows, door handles, and rechromed bumpers, acid treated the side chrome strips and buffed the stainless steel to shiny chrome. This Falcon Futura sports all new original upholstery, built in AM/FM Radio CD Player into the dash, a new Grant Steering Wheel, and new Cragger Wheels – made by U.S. Steel, and you have the total package.

The FCA Steamboat Springs National Meet was a pat on the back for Mike and Delores to be able to meet with Falcon owners from various places and share their enthusiasm for these stand-alone American cars.

Everyone has memories to share, whether when their Falcons were at their peak or now when the restorations are proudly shared; especially when one sweet '64 Falcon Futura has been tweaked just enough for people to take a second look and think, “Now what did I just see?”

—Peggy Page and her husband, Jay (FCA #13612) live in Riverton, Utah. They are no strangers to nice Falcons, owning the most excellent green modified station wagon that took Best of Show Modified in Steamboat.